

The Omineca Trade.

Right glad are we to learn the determination of the Government to push forward with the utmost energy the work of opening up a channel for supplies East of the Cascade Range to flow into Omineca. Looking at the subject from a higher standpoint than that of rival routes, it is obviously the true interest of the Colony that the millions of unmarketed produce lying on the hands of farmers in the interior should find in the great Eldorado of the North a demand which the older fields no longer offers. It can be no secret that the productive capacity of the country East of the Cascade Range has long since outgrown the consumptive capacity of Cariboo; and it has just come to this, that new markets must be thrown open or else agricultural operations in the interior must decline at a period when declension would be most fatal. And, if Omineca is to yield up her golden treasure now, how utterly suicidal to permit that treasure to be drained into foreign channels when it might, with a little effort and judicious management, be made to fertilize our own agricultural districts, guided into the pockets of our own farmers. The policy of the thing admits of no question. The only debatable ground is as to how so desirable an object can best be accomplished. We have already intimated the determination of the Executive to do its part; and it is gratifying to observe that private enterprise appears equally determined to do its part. We announced last week the successful passage of the steamer Enterprise through Cottonwood Canon, and it will be seen by reference to an advertisement in another column that the Enterprise above the Cottonwood Canon and the Victoria below, will run in connection, carrying freight and passengers for Omineca. We are not yet in a position to state with that degree of definiteness which one could wish, how far up the Enterprise will be enabled to extend her trips; but we are quite prepared to learn that she will run up a distance of some sixty miles, being within about twenty miles of Fort George. This would give steamboat communication all the way from Soda Creek to within twenty miles of Fort George, with one portage of less than half a mile at Cottonwood Canon. The reader will at once perceive the great advantage this will be, especially in so far as the conveyance of freight is concerned. And this arrangement cannot fail to greatly increase the attractiveness of the route for passengers. To be able to travel on a comfortable steamer from Quesselmouth to the Upper Canon for the trifling sum of five dollars is no small inducement. The saving in time alone, to say nothing at all about comfort, would be far more than an equivalent for the passage money. Under all the circumstances we are disposed to take a most hopeful view of the prospects held out by Omineca as presenting a ready market for the produce of the great country East of the Cascade Range. With so very important an object in view, we hope to see Executive energy and private enterprise going on, as they appear to be doing now, hand in hand.

Where shall we Bury our Dead?

The question with which we head the present remarks is inevitably suggested by the notice which appeared in Saturday's Gazette, viz., 'after twelve months from this date no further burials will be permitted to take place in the present Victoria Cemetery.' And here we take occasion to commend the decision at which the Board of Trustees have arrived, as we, think none too soon. The desirability of closing the present cemetery and providing a suitable place for the burial of the dead somewhat more remote from the habitation of the living has been advocated more than once in these columns, and we think the Trustees have rendered an important service to the public in so promptly taking the initial step towards the attainment of so desirable an object. But this first step involves a second, which, from its very nature, should be taken as quietly as possible. With the positive knowledge that no burials will be permitted to take place in the present cemetery after the lapse of twelve months, there will be a natural and very decided disinclination to bury any more in the ground about to be abandoned. In the case of families especially such will be the case; for the desire that in the last long sleep the various members of a family should lie side by side is very general. For these reasons as well as for the more practical ones which have led the Trustees to resolve upon closing the old cemetery, it is desirable that a new one should be provided with the utmost haste consistent with so grave a subject, in order that burial in the old one may cease to be longer necessary. Under these circumstances we would urge that immediate steps be taken to provide a new cemetery. It is to be presumed that this duty will fall within the legitimate functions of the present Board of Trustees, and we only hope they will display the same promptitude in providing a new that they have in interdicting the old. The question of choosing a suitable site for the new cemetery is one upon which it is not proposed to enter in the present article. We would wish, however, to impress upon those whose duty it will be to make the selection—that, doubtless, is already present to their minds—the importance of securing a site which will be not further removed from the centre of population than sanitary considerations render desirable, at the same time, a site capable of meeting all future requirements and of becoming every way worthy of the metropolis of a large Colony. In order that no more changes may be necessary, let the site be selected with a just view to the probable demands of the future.

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FREIGHT NOTICE!

THE STEAMER
VICTORIA
Connects with the
Steamer Enterprise
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FREIGHT FROM QUESNELLE TO
UPPER CANYON.....\$30 Per Ton
PASSENGERS..... 5 Each
For further particulars apply to
my2 EDGAR MARVIN, Wharf street

AUCTION
SALE OF
Groceries, Furniture,
WINES, LIQUORS, CLOTHING, &c.

LUMLEY FRANKLIN
Will sell at salesroom, Yates street,
ON THURSDAY, MAY 6th, 1871,
AT 11 O'CLOCK, A. M.,
To close Consignments ex recent
arrivals.

California Cheese
Mackerel,
Tomatoes,
Bourbon Whisky,
Clothing,
FURNITURE, consisting of Ward-
robes, Tables, Chairs, &c.
—ALSO—
CROCKERY, comprising Plates, Jars
Bowls, Chambers, &c

—ALSO—
1 Set Double Carriage Harness
1 Lady's English Riding Saddle
LUMLEY FRANKLIN,
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Boots & Shoes Made to Order
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Tea, Coffee, & Wine
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BRITISH COLUMBIA.

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Cor Blanchard & Johnson Sts.,
ap25

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VICTORIA
French Relief Fund.
LIST OF DONATIONS

Sir Jas. Douglas, K.C.B.	20 00	J. P. Davies	10 00
Hon. M. B. Begbie, C.J.	10 00	Clayton	6 00
Capt. Herbert, R.N.	10 00	A. Friend (W.C.)	10 00
Capt. Mait, R.N.	10 00	H. H. H.	10 00
Uno Dame	20 00	R. Finlayson	10 00
Harper	20 00	F. Garesche	6 00
T. Degraesse	6 00	Mme. Larbonne	5 00
H. Cosbader	10 00	R. Burnaby	5 00
T. Alsop	2 50	W. C. Ward	6 00
Uno Francine	5 00	Low, Stahlchmidt	10 00
Julius Ruff	10 00	Co.	10 00
Meyer	10 00	Eckstein, U.S. Consul	5 00
Galsom	5 00	H. H. H.	10 00
E. Bassonville	10 00	A. J. McDonnell	2 50
R. Reynolds	20 00	D. Cameron	3 00
Strass	6 00	G.	5 00
F. Grelley	5 00	P. Farrallan	1 00
M. Mayer	10 00	Kwong Lee & Co.	5 00
N. Camau	10 00	Tai Soong & Co.	5 00
Chas. Truher	10 00	A. J. Grahame	10 00
P. Tasse	10 00	E. Watson	5 00
G. Promis	5 00	N. Goretto	5 00
S. Driard	10 00	R. Lewis	5 00
L. Jacson	5 00	J. J. Austin	10 00
E. Neudler	10 00	Cap. Taylor	20 00
Kegone Tiesse	10 00	H. H. H.	10 00
J. Felix	1 00	Chas. Lee	1 00
H. O. Sullivan	2 50	J. Ward	1 00
S.	1 50	P. Veron	2 00

Espressos.

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THE UNDERSIGNED WILL RUN AN
EXPRESS MONTHLY
 Between the Forks of Skeena River
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 Calling at the several Mining Camps in the Omineca
 District. Express matter will be forwarded with dis-
 patch and at

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 The first Express will leave the Forks about the middle
 of April. m23 P. REID.

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 Barnard's Express and Stage Line will not continue to
 be run regular to Caledonia heretofore, I beg to state
 that not only will that business be continued in all its
 past efficiency, but that arrangements are nearly made
 for greatly reducing the rate of carriage and increasing
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RELIABLE SOLUBLE
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GELATINE CAPSULES OF PURE BAL-
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CELEBRATED
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TAR,
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